

to the State of Georgia and the United States of America, but also to congratulate him on the next chapter in his career as he joins the U.S. Department of Agriculture's Farm Service Agency as the State Executive Director for Georgia.

As many of you know, Hobby most recently served as my District Director. There aren't many people in Georgia politics who don't recognize Hobby's name. His longstanding relationships with civic and political leaders throughout the state are nothing short of legendary. His wealth of knowledge has helped many Georgians improve their communities and his wise counsel has untangled many seemingly insoluble problems. Hobby reminds me of those old E F Hutton ads. When he speaks, I listen and almost always follow his advice. Georgia's farmers and rural communities will be well served by Hobby. My loss is their gain.

Madam Speaker, prior to joining my staff in 2002, Hobby was District Director for Congressman SANFORD BISHOP and ran the campaign for former Ambassador, Mayor, Congressman and Civil Rights activist Andy Young in his 1990 bid to become Georgia's governor.

Hobby also worked for many years as a local business owner, Mayor and Municipal Court Judge in Vienna, Georgia. He has served on and chaired numerous state boards including the Georgia Municipal Association, the Georgia Department of Labor Middle Flint Employment and Training Council, the State Bar of Georgia Disciplinary Board and the Board of Directors of Crisp/Dooly County Joint Development Authority.

Madam Speaker, I am confident my colleagues will join me in recognizing the accomplishments of this great Georgian and great American and in congratulating him as he starts this next chapter of his career.

RECOGNIZING GENERAL AVIATION

SPEECH OF

HON. ELEANOR HOLMES NORTON

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2009

Ms. NORTON. Mr. Speaker, H. Res. 508 recognizes the contributions of general aviation and encourages general aviation activities. General aviation is a little recognized, major sector of the airline industry, which contributes \$150 billion to United States direct and indirect economic output. I also want to mention the Transportation Security Administration Reauthorization Act of 2009, which included an important section setting up a general aviation working group within the Aviation Security Advisory Committee, to advise the Transportation Security Administration (TSA) on security issues in general aviation. This advisory group was established after the TSA began rulemaking on the Large Aircraft Security Program that threatened to swallow general aviation amidst burdensome and unnecessary regulations, suited for large commercial aircraft. Longstanding unattended issues and insufficient attention to the nation's important General Aviation sector are finally getting the attention they deserve. Along with other members of the House Committee on Homeland Security, I intend to see that General Aviation security issues are treated uniquely for the sector to administer.

However, as most members who have sat in on any hearing with the FAA, TSA, DHS or any other security agency may now know, the District of Columbia's main airport, the Ronald Reagan Washington National Airport (DCA), is uniquely hampered by impossibly restrictive regulations that have destroyed general aviation in the nation's capitol, and arbitrary practices may be spreading to others. In the Homeland Security Committee, we have taken the important first steps to give detailed attention to this major section of the airline industry to the new administration.

After 9/11 the restrictions on General Aviation in the nation's capitol, in particular, became symbolic of arbitrary action against general aviation that could happen anywhere. Even though New York City was the epicenter of 9/11, the nation's capitol is the only location that suffers under unique restrictions that have crippled general aviation here. In fact, there was no general aviation for four years. After joining in my complaints at hearings, the former Chairman of the Transportation and Infrastructure Committee, DON YOUNG, threatened to subpoena any agency that did not comply with a bill that aimed to compel the resumption of general aviation flights at DCA and to hold them in contempt if they refused to appear before the committee to report on progress. As a result, a plan finally was put in place requirements but the DCA Access Standard Security Program (DASSP) was almost worse than no plan at all. Before 9/11, general aviation activity at DCA accounted for 1/3 (approximately 30,000) of the total annual operations at DCA. In contrast, in October 2005 when program DASSP began, operations averaged about one flight per week. Today, activity averages about three to four flights per day, about 1,000 a year. The requirements in the DASSP include:

General aviation operators must adopt a security program, background check flight crews, identify a security coordinator, and train on security procedures.

All DASSP flights must carry an armed security officer (ASO) on board (very few such accredited officers are available).

Flights must depart from one of 27 TSA approved DASSP gateway airports. Full departure screening of crew, passengers, baggage, and aircraft by TSA security inspectors.

Flights must request permission to operate in DCA no sooner than 72 hours in advance of the flight (due to DCA slot requirements) and no later than 24 hours in advance of the flight (for TSA security reviews) for each flight into DCA.

These same screening procedures must be used for flights departing DCA.

Charges of approximately \$230 are assessed to cover TSA's screening costs plus \$15/passenger for screening names against the No-Fly and Selectee lists.

Requirements for an Armed Security Officer and use of a gateway airport are predictably, and we think, deliberately impossible for most operators to meet. TSA has approximately 200 registered operators in the DASSP, making the wait for an ASO intolerable.

However, the Department of Homeland Security has determined "that general aviation presents only limited and mostly hypothetical threats to security . . . (and) that the steps general aviation airport owners and managers have taken to enhance security are positive and effective." DHS goes further in its report on general aviation:

"The current status of [general aviation] operations does not present a serious homeland security vulnerability requiring TSA to increase regulatory oversight of the industry."

"Although [TSA's Office of Intelligence] has identified potential threats, it has concluded that most [general aviation] aircraft are too light to inflict significant damage, and has not identified specific imminent threats from general aviation".

Nevertheless, the nation's capitol has been singled out as the only jurisdiction under particularly onerous, unnecessary and wasteful program restrictions. As the initial approach of TSA to general aviation in general showed, however, the entire general aviation sector was about to be buried by the Large Aircraft Security Program, until our committee said "NO!" The thoughtless creep mission of the TSA into General Aviation, and the total failure to weigh actual security risks against the implications of draconian security measures, was stopped by our Committee on Homeland Security. The District of Columbia general aviation community deserves the same respect and attention.

General aviation at DCA is not the only industry in the District of Columbia that has been wiped out by arbitrary and restrictive airspace regulations. The South Capitol Street Heliport is a commercial heliport that once served east coast cities such as New York, Miami and Boston. It continues to serve the Metropolitan Police Air Support Unit and the U.S. Park Police. The heliport is also the point of evacuation for the Supreme Court and part of the Department of Defense Nightingale program. In fact, on 9/11 this heliport actually became the Air Control Command Tower when DCA was evacuated. Moreover, having shown it was a vital asset, not a liability, for two years after 9/11, under an agreement with the Secret Service—an agreement that was later adopted by the TSA to develop its Civil Aviation Security Rules—the South Capitol Heliport continued to receive corporate commercial clients and news gathering helicopters. Yet, without explanation, beginning in October 2003, commercial operators have been altogether restricted from using the heliport, despite the fact that the heliport owners have been clear that they are willing to comply with any and all security demands.

The nation's capitol has all but lost helicopter service, even for the vital security purposes our heliport has performed. Without corporate commercial clients the South Capitol Heliport cannot generate enough revenue to survive. The owner has submitted the highest level security plans, but the TSA and the Department of Homeland Security have failed to respond. At my request, the Committee on Homeland Security has added heliports specifically to the list of entities on the general aviation working group. This heliport is vital for both security and commercial helicopter operations that the District of Columbia cannot afford to lose. While we pause to recognize the importance of general aviation to the U.S. economy, I use this occasion to remind my colleagues in the Congress and the Administration to recognize the importance of general aviation to the nation's capitol.

EARMARK DECLARATION

HON. JIM JORDAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 2009

Mr. JORDAN of Ohio. Madam Speaker, pursuant to House Republican Conference standards on earmarks, I submit the following information regarding a project included at my request in H.R. 3326, the Fiscal Year 2010 Department of Defense Appropriations Act:

Requesting Member: Congressman JIM JORDAN (OH-04)

Bill: H.R. 3326

Account: Army Research, Development, Test, and Evaluation (RDT&E)—Combat Vehicle and Automotive Advanced Technology

Requesting entity: Joint Systems Manufacturing Center, 1161 Buckeye Road, Lima, Ohio

Project title: Friction Stir Welding Program

Description: With federal assistance in fiscal years 2005, 2006, and 2009, the government-owned Joint Systems Manufacturing Center in Lima, Ohio, has developed better methods of fusing metals used in large combat vehicle manufacturing. These methods are proving to be stronger than results achieved through traditional arc welding, resulting in stronger superstructures. The \$3 million included for this program in H.R. 3326 will help perfect friction stir welding technology for current and future vehicle production, reducing procurement costs to the government.

EARMARK DECLARATION

HON. BILL POSEY

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 2009

Mr. POSEY. Madam Speaker, pursuant to the Republican Leadership standards on earmarks as well as in accordance with Clause 9 of Rule XXI, I am submitting the following information regarding earmarks for my Congressional District as a part of H.R. 3183, Energy and Water Development and Related Agencies Appropriations Act, 2010

Requesting Member: The Administration and Congressman BILL POSEY

Project Funding Amount: \$4,600,000

Bill Number: H.R. 3183, Energy and Water Development and Related Agencies Appropriations Act, 2010

Account: Corps of Engineers, O&M

Legal Name of Requesting Entity: Corps of Engineers.

Address of Requesting Entity: U.S. Army Corps of Engineers, Jacksonville District Office, 701 San Marco Blvd., Jacksonville, Florida 32207-8175

Description of Request: This funding will be used by the US Army Corps of Engineers to provide annual operation and maintenance of the channel at Port Canaveral, Florida.

Consistent with Republican Leadership's policy on earmarks, I hereby certify that to the best of my knowledge this request (1) is not directed to any entity or program that will be named after a sitting Member of Congress; (2) is not intended to be used by an entity to secure funds for entities unless the use of the funding is consistent with the specified pur-

pose of the earmark; and (3) meets or exceeds all statutory requirements for matching funds where applicable.

Requesting Member: Congressman BILL POSEY

Project Funding Amount: \$900,000

Bill Number: H.R. 3183, Energy and Water Development and Related Agencies Appropriations Act, 2010

Account: Corps of Engineers, Investigations
Legal Name of Requesting Entity: Canaveral Port Authority.

Address of Requesting Entity: Canaveral Port Authority, 445 Challenger Road, P.O. Box 267, Cape Canaveral, Florida, 32920.

Description of Request: This funding will be used by the U.S. Army Corps of Engineers Port Canaveral has completed a Section 203 report, which has been submitted to the Corps for consideration. The Corps can then start Preconstruction, Engineering, and Design (PED), which is cost-shared with the non-Federal sponsor 75/25. The non-federal sponsor is prepared to provide their 25% match. The recommended improvements to the channel are urgently required to provide adequate channel capacity and safety.

Consistent with Republican Leadership's policy on earmarks, I hereby certify that to the best of my knowledge this request (1) is not directed to any entity or program that will be named after a sitting Member of Congress; (2) is not intended to be used by an entity to secure funds for entities unless the use of the funding is consistent with the specified purpose of the earmark; and (3) meets or exceeds all statutory requirements for matching funds where applicable.

Requesting Member: Congressman BILL POSEY

Project Funding Amount: \$600,000

Bill Number: H.R. 3183, Energy and Water Development and Related Agencies Appropriations Act, 2010

Account: Corps of Engineers, Construction
Legal Name of Requesting Entity: Brevard County, Florida.

Address of Requesting Entity: Brevard County, Florida, 2725 Judge Fran Jamieson Way, Building A-219, Viera, Florida, 32940.

Description of Request: This funding is will be used by the U.S. Army Corps of Engineers to begin construction of the first phase of re-nourishing the Mid-Reach section of the Brevard County Storm Damage Protection Project. The federal, state, and county governments have already completed the Northern and Southern section of this project. This funding will help provide the federal portion of funding toward this authorized federal project. This funding will enable the Corps to dredge sand to be placed in the Mid-reach the following year. The County has funding set aside and available for this project, and this is a top priority for the state.

Consistent with Republican Leadership's policy on earmarks, I hereby certify that to the best of my knowledge this request (1) is not directed to any entity or program that will be named after a sitting Member of Congress; (2) is not intended to be used by an entity to secure funds for entities unless the use of the funding is consistent with the specified purpose of the earmark; and (3) meets or exceeds all statutory requirements for matching funds where applicable.

IN RECOGNITION OF JAMES J. BRUNO FOR HIS YEARS OF SERVICE TO THE KANKAKEE TOWNSHIP FIRE PROTECTION DISTRICT & THE KANKAKEE CITY FIRE DEPARTMENT

HON. DEBORAH L. HALVORSON

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 2009

Mrs. HALVORSON. Madam Speaker, on August 14, 2009, friends, family, and colleagues of James J. Bruno will gather to celebrate his 27½ years of service to the Kankakee Township Fire Protection District and the Kankakee City Fire Department. Today I join the chorus of praise for Jim's service.

After the unfortunate death of his father of a heart attack, Jim took the opportunity to devote himself to saving lives by joining the Kankakee Township Fire Protection District. Just 6 years after becoming a fire fighter, he rose to the rank of Lieutenant and was the first paramedic in the department. In 1988, Jim joined the Kankakee City Fire Department. In 1990, Jim received the Distinguished Service Award for his role in rescuing a heart-attack victim from her burning home. With the help of his partner, Steve Born, Jim entered a blazing home, located the woman, hoisted her on his shoulders, and carried her to safety. She made a full recovery. This was an obvious act of heroism. What is less obvious, but no less important, are the lives Jim saved through countless inspections he conducted of homes and businesses as well as the education programs he participated in that prevented fires. Prevention efforts like the ones Jim participated in have been highly effective. Since 1982, deaths due to fires in the home have decreased 36 percent. Firefighters like Jim have made our communities much safer.

Jim has been an active labor leader for over 20 years. He has performed many roles in the Kankakee Firefighters Union including Chaplin and Executive Board Secretary. He completed many labor trainings on how to participate in productive grievance and arbitration hearings. Jim has been an effective advocate for hard-working firefighters.

Jim is also a compassionate father and husband. Jim is a proud supporter of his wife, Captain Stacey Ann Bruno, who will begin her second tour of duty in Iraq in September. He is a loving father of three teenage children.

The 11th District and the community of Kankakee owe Jim Bruno a debt of gratitude. I am proud to represent him and all the wonderful firefighters around my district in Congress. I wish Jim the best of luck as he enters retirement.

EARMARK DECLARATION

HON. RODNEY ALEXANDER

OF LOUISIANA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 31, 2009

Mr. ALEXANDER. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information regarding earmarks I received as part of the Departments of Labor, Health and Human Services, and Education, and Related Agencies Appropriations Act, 2010, H.R. 3293.